

Amendments to the Specification

Please replace the paragraph beginning at page 5, lines, 32, 33 with the following rewritten paragraph:

The excellent effectiveness and attendant environmental and economic advantages of brine treatment programs is significant. In general, governmental roadway organizations consider that an initial application upon roadways under snow/ice conditions for example, on interstate roadways will be about six hundred pounds of granular salt per mile. A pretreatment of liquid brine, for example, at about sixty gallons per mile will invoke the use of a corresponding amount of salt from between about 100 and 125 pounds. Of particular interest, because the brine can be deposited well before an impending weather event, trucks and drivers can be utilized during normal working hours. In compliment with these economies, improvements have been made in the techniques employed for forming the brine solutions prior to loading on the depositing trucks. See, for example, application for United States Patent Serial No. 09/961,469, No. 6,736,153 by Kime, entitled "Brining System, Method and Apparatus" filed, September 24, 2001, issued May 18, 2004.

Please replace the paragraph beginning at page 14, line 26 with the following rewritten paragraph:

The motors 112-114 which drive respective pumps 108-110 are of a fixed displacement hydraulic type, for example, exhibiting a characteristic of three cubic inches of hydraulic fluid per revolution. The motors normally are employed for more conventional snow-ice control activities of the vehicle 10, three of them being illustrated for the instant description. In this regard, the motors will normally drive a dump bed mounted granular salt distributing auger which, in turn, feeds either a spinner or right or left impeller implemented salt ejector mechanism which propels a relatively thin band of brine wetted salt granules upon a snow/ice covered roadway at a rearwardly directed velocity which corresponds with the forward speed of the vehicle thus minimizing granular salt scatter and permitting the development of a higher concentration brine over the snow-ice-pavement bond. In addition to these hydraulic motor activities, the hydraulic system functions additionally to maneuver plows and to operate the dump bed hoist. These processor controlled deposition systems are described, for example, in the above U. S. Patent No's 5,318,226; 5,988,535; and 6,446,879. The hydraulic form of digital binary control over the hydraulic motors is described in the above-noted patent No. RE. 33,835. The third motor of the presently described system typically is employed to drive a salt wetting brine pump.